

WHAT IS CLAIMED IS:

1. A universal electric magnetic (auxiliary) braking system

After the above discussion, we can claim that the following results of the DADAM.

For any kind of the vehicles, on and off road, on the track, in the air. on the carrier, under and on water, etc, whatever, there are various vehicles for different purposes in the world but all of them have the same motion behaviors, which is power input for driving and stopping the motion by braking. According to the proof provided by tribology, we truly need the another additional braking system to perform the critical braking task. The advantages of the DADAM's braking system are as follows:

The strength of the flux is controllable, that is, the braking force is the more flexible Controllable. Just only the flux enhanced, the braking force is enlarged positively. In particular, the DADAM with the wide operating bandwidth about over 1 Mhz, it generates the powerful braking force just in time. To implement the function of Anti-Braking Skid (ABS) System is easier to implementation. In this point of view, the DADAM's electric-magnetic braking system is an intrinsic Electric-Magnetic Anti-Braking Skid System or, in short, EMABS.

For attenuating the shock, the DADAM's braking system now is the damper for buffering the shock and attenuating it. The temperature is gradually growing up, without thermo shock. It is quite different from the traditional pad (lining) and disk (drum) interaction.

The total released kinetic energy under braking has been filled with two containers, DADAM's electric-magnetic and traditional braking systems. Braking force applied to the traditional braking system is depressed and the EMABS is another effective braking system. These include the truth that the distance of braking is shortening.

As the original braking system fails, the task is taken over by the DADAM's electric-magnetic braking system.

Claim 2 Superabundant Energy Recycling System on Braking

For any kind of the machines in the world, performing braking is based on the energy consumption. To be more precisely, the process of blocking motion can be seen as the kinetic energy being transformed into thermo energy resulted from the surface of lining (pad) and drum (disc) and just blown into air, in stead of dealing with the energy transformation from the kinetic to electrical energy and recycled on braking. In the case of power being tightly constrained, the recycled superabundant energy helps the car to perform more smooth manipulation. By the way, there are some advantages presenting from this system:

The energy recycling on braking is straightforwardly implemented and the limitations of the electrical-magnetic braking system removed.

In nature, there is able to eliminate the side effect of the shortage of the electrical power **on** the DADAM's braking **and** energy recycled system. The disaster of fire resulted from the electrical circuit shortage or the shock of any type of electrical power is truly dropped away.